CHAPTER 1
INTRODUCTION

Louisiana's Department of Transportation and Development (DOTD) began an effort in mid-2000 to update the State's transportation plan. Louisiana is a model for how each transportation mode plays a vital role in moving both passengers and freight, and the DOTD hoped to build upon recent studies that articulated this point.

Louisiana's water ports, some of the largest in the country, are critical for the movement of raw materials and finished products in support of the agricultural, mining, and industrial base of the State and other areas of the United States, particularly the Midwest. The State's aviation sector provides vital air service for business travel and tourism, and for the movement of time-sensitive, high-value cargo. Public transportation in Louisiana is imperative in workforce development and the State faces an increasing segment of the population that is becoming transit-dependent. Further, the DOTD has recognized the importance of providing choices in transportation modes to as much of the population as practicable. The State's railroads are key players in moving freight and to some extent passengers. The interaction between modes is critical to the efficiencies needed to move the State's economy forward. The highway mode continues to be the cornerstone mode with which all others interact. In addition to providing door-to-door service, trucking provides the connectivity with ports, rail, and aviation. The highway system directly impacts the entire population due to its implications for personal mobility, the standard of living, and economic security. Highways are crucial to both tourism and to commerce, and their condition directly impacts the economy.

Finally, Louisiana needs to foster growth in the economy and in overall population. A safe, efficient, and well-maintained transportation system can be a catalyst for economic growth, while a poor system can be an impediment.

PLANNING CONTEXT

Customer Involvement

The Work Plan for updating Louisiana's Statewide Transportation Plan recognized the importance of building upon the body of work that had already been accomplished. The 1996 Transportation Plan was widely considered to be a strong document, and the DOTD's widespread public involvement process was regarded as the starting point for the Plan Update. The Department leaned heavily on a group of Advisory Councils, each responsible for a particular mode. The Councils are, in effect, independent bodies charged with formulating recommendations for inclusion in the Plan. Each met separately but also had the opportunity on several occasions to listen to what the other Councils were considering. Each Council named its own chair, and it is this chairperson that advanced the Advisory Council's recommendations to the Intermodal Advisory Council (IAC).

The IAC is the receptor of recommendations from the other Councils, and was charged with accepting, revising, rejecting, and prioritizing a wide variety of inputs. The IAC worked directly with the DOTD staff and consultant team to assemble a recommended plan that is fiscally constrained, addresses the State's transportation deficiencies in an effective manner, helps achieve the proper modal balance, and satisfies the transportation system goals and objectives adopted by the LIIEP Commission.

The Louisiana Investment in Infrastructure for Economic Prosperity (LIIEP) Commission is charged with overseeing the plan development and serves as the final decision-maker in the planning process. It is comprised of 13 individuals from a wide range of experience and backgrounds, helping ensure a balanced view that considers every possible perspective.

The DOTD also incorporated additional efforts to reach its customers and stakeholders. The agency conducted two large Statewide Conferences, one to kick off the study and one to present the draft Plan. A comprehensive website was established and updated regularly. In addition, several newsletters were mass mailed, along with the aforementioned Advisory Council interaction.

The DOTD's public involvement process is extensive and sincere. The Department went to great lengths to listen and consider all points of view regarding what transportation policies, programs and projects should be enacted in Louisiana.

Technical Analysis

Louisiana's DOTD wanted the update of the Statewide Transportation Plan to be technically grounded. That is, the basis of prioritizing investment emphasis and projects for inclusion in the Plan should be as "technical" as possible. A technical analysis will quantify miles of rough roads, number of deficient bridges, miles of congested roadways, number of aged transit vehicles, over-capacity runways, rail line obstacles, etc. Once there is a sound technical basis for considering a project, other factors can be introduced into the prioritization process (like geographic balance, equity, local support, etc.). There is nothing wrong with sound political support for a project, but the technical analysis should "drive" the process.

To that end, the DOTD directed the consultant team to be performance oriented in its approach. Output from the DOTD's pavement and bridge management systems are important components of developing the investment strategies.

The Department also contracted to develop a Statewide Travel Demand Model, which is a computerized model that simulates traffic movements, both now and in the future. The Louisiana Model is for highways only, but covers all major roadways (arterials) for both autos and trucks. The model is "populated" with current traffic counts, then it simulates future movements based on population growth, economic activity and traffic generators. The model can show which roadway segments become congested and when — this is obviously a significant tool in prioritizing complex, high-cost congestion relief projects.

The Model output became the primary indicator of priority for Louisiana's "Mega" highway projects —those high cost capacity relief projects that are of major interest.

Financial Scenarios

Another important aspect of transportation planning is to array priorities in line with the revenues that can reasonably be expected. In that way, the capital program does not become over-subscribed and, subsequently, irrelevant. All states face the issue of overprogramming – it's okay to identify some additional projects that the DOT would undertake with additional money or if some projects become delayed (many often do), but this must be a manageable number. Many states are unable to control their overprogramming because of political pressure to add projects that they cannot afford. When this occurs, the Plan and capital program become irrelevant, as they cannot realistically be delivered. People's expectations rise ("well, the project is in the Plan"), only to be dashed when reality sets in.

The DOTD used sound fiscal constraint as the foundation of this Plan update. Four scenarios were developed, with allocations from programmatic categories identified for each. However, two of the four scenarios involve generating additional transportation revenues, and the DOTD

has made it clear that it cannot proceed to implement these scenarios unless additional revenues are identified.

The four scenarios advanced in this Plan:

- **Scenario 1A (Baseline)** – no additional revenues, but all current funding stays in place at existing levels. Some growth is assumed in each of the revenue types, which differentiates this scenario from a "Status quo" scenario that would assume no growth. However, no adjustments for inflation are assumed to occur during the 30-year planning period.
- **Scenario 1B (Baseline with Adjustment)** – this scenario is exactly the same as 1A except that inflation adjustments are made in the revenue stream in year 11 and again in year 21 of the 30-year planning period. This assumes the Louisiana Legislature, Congress, or both will take some unspecified action in the future to stabilize the buying power of the transportation program, as has happened historically. The Plan assumptions at year 11 and 21 restore lost buying power due to assumed inflation, resulting in about $2.9 billion (Base 2002 dollars) in additional revenues over 1A.
- **Scenario 2 ($250 million Increase)** – Scenario 2 assumes $250 million in new revenues in year 1 from state sources. The revenues in this scenario are also adjusted for inflation in years 11 and 21 (restore buying power), resulting in about $5 billion additional 2002 dollars for highways over Scenario 1B, and $1.6 billion (Base 2002 dollars) for non-highway modes.
- **Scenario 3 ($150 million Increase)** – Scenario 3 adds $150 million federal highway aid to Scenario 2 revenues, which was also adjusted for inflation. This generates $3.4 billion in increased revenues over Scenario 2. An increase of approximately $90 million in federal transit aid is also included under this scenario.

Thus, the clear identification of these four scenarios and the programmatic implications of each are the cornerstone of this Plan update. Each scenario is fiscally constrained, with specific program elements identified.

Multimodal Scope

Louisiana wanted this transportation plan update to be truly multimodal. With the Advisory Councils leading the way, each mode was offered the opportunity to become a player at the financial table, depending upon the costs and potential benefits of each initiative. As the reader will see later in this document, the recommended plan increases support for aviation, public transit, rail/highway crossings, ports, light rail, short-line railroads, as well as highways. The issue of providing modal choices and efficiency was paramount.

In order to position the State to seize upon future federal funding opportunities, the DOTD also specified that new, stand-alone Freight Rail and Aviation Plans be prepared as input to the overall plan. These modes had not had new inventories conducted for some time, so it made sense to incorporate this effort now.

Consideration of Both Passengers and Freight

Transportation planning efforts have traditionally focused on the movement of people. While tourism, business trips and personal travel are of the utmost importance, freight transportation is critical as well.

Louisiana has been a participant in several visionary transportation planning projects over the past few years. As part of the Southeastern Alliance engaged in the *Latin American Trade and Transportation Study*, Louisiana confirmed the importance of freight transportation to economic growth. The LATTS study also warned that states which do not accommodate increased trade will lose economic opportunity. This principle applies to domestic freight movement also.

The recommendations of this Plan are truly multimodal in nature and are reflective of the way DOTD intends to do business over the next several decades.

PLAN DEVELOPMENT AND COORDINATION

As mentioned under the Customer Involvement section, the coordination and development of this plan update was undertaken in close cooperation with the eight transportation advisory councils. The advisory councils are comprised of 20-30 individuals each, with many representatives from the private sector:

- Aviation
- Freight Railroad
- Intelligent Transportation Systems
- Ports & Waterways
- Regional Planning Officials (highways)
- Surface Passenger (transit, passenger rail, intercity bus)
- Trucking
- Intermodal

Each Council conducted sessions during the development of the Plan to identify issues important, but not limited to, its core area of transportation. Each Council began its deliberations with an examination of the Plans goals and objectives, followed by an examination of issues. These issues ranged from statewide policy declarations ("support passenger rail") to DOTD initiatives ("hire staff for Rail Division") to capital recommendations. Each Council advanced its recommendations to the Intermodal Advisory Council. The Intermodal Council was charged with receiving the recommendations, hearing testimony from the various Councils, and making recommendations to the DOTD staff and consultant team for inclusion in the Plan. Once the Intermodal Advisory Council finalized its recommendations, they were forwarded to the LIIEP Commission on December 10, 2002 for consideration. The final Plan will reflect input from the Commission, as well as consideration of input from statewide information meetings.

The Statewide Transportation Plan is built from the input of those that know the system best. The Plan, as it evolved through this process, became a vision of the Advisory Councils that shaped it.

RELATIONSHIP WITH OTHER PLANS

Louisiana: Vision 2020 is the State's long-term economic development strategy. Adopted in March 1999, *Vision 2020* establishes specific benchmarks designed to develop Louisiana into a "vibrant, balanced economy; a fully engaged, well-educated workforce; and a quality of life that places it among the top ten states in the nation to live, work, visit and do business." The plan is based upon three primary goals:

- Learning Enterprise – providing learning opportunities for the pursuit of knowledge;
- Culture of Innovation – developing a diverse and thriving set of technology-driven industries;
- Top Ten State – elevating Louisiana's standard of living for all citizens.

Each goal has an identified set of objectives. Transportation is an important component of both Goals 2 and 3. Objective 2.3 states "To improve and sustain Louisiana's physical infrastructure, including highways, waterways, ports, and rail." The objective contains 22 separate benchmarks for infrastructure quality and extent, ranging from implementation of the TIMED Program to pavement/bridge condition, parishes with a public transportation system, rail/highway crossings with warning devices, airport performance, and water port performance.

Objective 2.4, development of the State's information and telecommunications infrastructure, has three benchmarks related to transportation. Objective 3.3 ("to have safe homes, schools, and streets …") lists three safety-related benchmarks for transportation.

Even Goal 1 has implications for public transportation by providing access to education and job training and enabling all citizens to fully participate in the workforce.

The transportation objectives and benchmarks identified in *Vision 2020* are readily apparent as one reviews this document. The DOTD was ever mindful of the objectives established in *Vision 2020*, and the Plan's scenarios are crafted to implement these important benchmarks.

CHAPTER 2
VALUES, GOALS & OBJECTIVES

The Values, Goals, and Objectives adopted for the update of the Louisiana Statewide Transportation Plan are based upon those contained in the 1996 Plan with revisions as appropriate. The revisions resulted from a consultant team review, a review of *Louisiana: Vision 2020*, the 2000 Louisiana Transportation Conference, the first round of Advisory Council meetings, a review by the LIIEP Commission, and from a review of the most recent federal transportation planning requirements.

What follows is a presentation of the revised values, goals and objectives, based on this input from the statewide transportation planning process. Having incorporated these revisions, this set of values, goals and objectives was submitted to and adopted by the Commission during their meeting on March 4, 2002.

Values

- **Mobility:** Movement of people and freight on the statewide transportation system without undue restriction;
- **Accessibility:** Equitable and strategic access to transportation facilities, terminals and services;
- **Choice/Flexibility:** Access to all feasible transportation alternatives and the right to select the most advantageous alternative on an on-going basis;
- **Safety:** Ability to travel or transport products at a reasonable level of risk commensurate with the prudence of the users;
- **Environmental Responsibility:** Travel or transport which is compatible with environmental values and which seeks to enhance the natural and human environment;
- **Visionary:** A view of the future that goes beyond the ability to predict from current trends. Pursuing a set of actions that minimizes pre-emption of future choices;
- **Partnering/Interdependence:** Use of the strengths of the component transportation systems to the greatest advantage of the whole;
- **Innovation/Adaptability:** Pursuit, implementation and integration of the best technological and organizational advancements available;
- **Balance/Equity:** Provision for fair and honest competition and impartial system access;

- **Market Responsiveness:** Ability to react to quantitative and qualitative changes in transportation supply and demand;
- **Service Quality:** System effectiveness in meeting user needs and expectations;
- **Economic Vitality:** Promotion of the growth of a diverse, vigorous and durable marketplace and business community;
- **Fiscal Responsibility:** Prudent acquisition and allocation of resources without unduly restricting future investment opportunities;
- **Beauty/Aesthetic Quality:** Compatibility with urban and rural landscape and pleasing to the human senses; and
- **Social Responsibility:** Providing transportation services to meet basic human needs.

Goals and Objectives

Goal 1: To develop and maintain an innovative, balanced, safe, equitable, integrated system of transportation facilities and services.

- Develop a multimodal Statewide Transportation Plan which can be used to guide statewide transportation policy and investment decisions;
- Promote the coordinated and efficient use of available and future modes of transportation;
- Promote a balanced spatial distribution of activity and equitable opportunities for all groups;
- Develop innovative management practices, new intelligent transportation system (ITS) technologies, and other techniques to improve transportation facilities and services;
- Develop intermodal connections to facilitate transfers among transportation modes;
- Identify underutilized facilities and services to avoid redundant investments; and
- Provide connectivity among state, local, and private transportation facilities and services.

Goal 2: To provide essential passenger-transportation services at reasonable public expense, meeting the diverse needs of the people of Louisiana regardless of their geographic location, physical condition, economic status or service requirements.

- Define appropriate minimum levels of passenger-transportation service, considering reasonable public expenditure, to provide access to, and within all regions of the State;
- Increase accessibility of individuals to employment, educational/vocational training opportunities, and to high-quality health-care services; and

- Develop special programs to address the needs of the elderly and handicapped.

Goal 3: To provide a transportation system that fosters diverse economic and job growth, international and domestic commerce, and tourism through prudent investment in facilities and services that improve mobility and access. The system should be responsive to free markets, to user needs and expectations, through flexibility and choice, in a competitive, multimodal environment.

- Develop a multimodal Statewide Transportation Plan consistent with statewide economic goals;
- Ensure public investment is consistent with, and does not degrade, market-driven private investment;
- Improve the level of service of freight and passenger transportation throughout the State;
- Develop and implement programs to improve access to intermodal facilities and the efficiency of intermodal transfers;
- Improve access to major existing industrial, commercial, agricultural, and recreational facilities;
- Open new areas for industrial use, commercial use, tourist and other productive uses;
- Where feasible, provide a meaningful choice of travel modes for freight and passengers;
- Provide resources necessary for Louisiana to promote itself as a gateway for Latin American Trade; and
- Recognize and promote the strategic importance of Louisiana's intermodal transportation system to the nation's energy supply, and secure and provide the resources necessary to support and enhance that role.

Goal 4: To provide a regulatory and comprehensive policy framework that promotes partnerships, coordination, and cooperation among transportation users and providers in a competitive multimodal environment.

- Promote effective public and private transportation partnerships;
- Develop and implement a marketing program to educate providers and users about the capabilities of each mode, in order to foster partnerships and competition;
- Develop and effectively communicate the State's position on federal policies and regulations as they relate to a broad range of transportation issues;

- Cooperate with metropolitan planning organizations and other local agencies in the development of multimodal plans and improvement programs to ensure consistency between their plans and programs, and statewide goals, needs, and priorities;

- Identify and eliminate regulatory barriers to partnerships among transportation users and providers, while maintaining a competitive environment; and

- Provide the opportunity for stakeholder input and involvement in the development and implementation of the multimodal Statewide Transportation Plan.

Goal 5: To improve safety in all transportation modes through timely maintenance of existing infrastructure, development of new infrastructure, enhancement of operational controls of both passenger and freight movements, and through expanded public education and awareness.

- Design and implement Pavement and Bridge Management Systems to address pavement and bridge maintenance and rehabilitation in a timely manner;

- Design and implement a Safety Management System that will assist the State in reducing injury and property damage accidents;

- Design and implement a Congestion Management System for selected metropolitan areas to manage the efficiency of the existing transportation system and minimize the need for investment in new infrastructure;

- Review safety awareness, education, and training programs in order to improve their effectiveness and to achieve increased cooperation among state and local governments, and private organizations. Develop and implement new programs where necessary; and

- Enhance transportation operations control and communications systems to improve safety, convenience and efficiency.

Goal 6: To develop an efficient transportation system that improves air, water and noise indices to acceptable levels as defined by regulatory standards, reduces dependency on foreign energy sources, preserves historic, cultural, and environmentally sensitive sites, promotes the natural beauty of the State, raises the quality of life for Louisiana's citizens, use land resources efficiently by incorporating smart growth development principles, and promote and implement the context-sensitive design of transportation infrastructure.

- Develop transportation facilities and services that encourage the conservation of energy resources and enhance the State's environmental, historic, and scenic values;

- Develop criteria for evaluation and selection of transportation enhancement projects for historic, cultural, scenic, or environmental preservation in transportation corridors;

- Develop transportation projects and programs that conform to the State Implementation Plan (SIP) for air-quality non-attainment and maintenance areas;

- Develop and implement a Congestion Management System in selected metropolitan areas to alleviate congestion and improve air quality;
- Mitigate transportation-related water pollution, especially in wetland areas, to maintain acceptable ground and surface water quality as defined by regulatory standards;
- Mitigate noise pollution from transportation sources to maintain an acceptable acoustical environment as defined by regulatory standards;
- Identify and seek to resolve contradictions between federal and state environmental regulations pertaining to transportation; and
- Promote a strong dialogue between state and federal resource agencies, as well as the private sector, to help advance a planning process that supports environmental streamlining.

Goal 7: To develop stable but flexible transportation financing that provides adequate funds for both the preservation of existing and the construction/implementation of new facilities and services.

- Support fair and equitable treatment of public and private transportation modes in terms of public subsidies and taxation;
- Support public investment that complements private investment, and vice-versa;
- Encourage focused private-sector investments in Louisiana's transportation infrastructure and services by creating financial incentives;
- Identify and utilize non-traditional public funding sources to improve transportation facilities and services;
- Identify and eliminate regulatory barriers to financing intermodal facilities;
- Designate a portion of transportation revenues exclusively for preservation of existing facilities and services;
- Limit new facilities and services to those economically justified based on user benefits and true economic development. Recognize the intangible social benefits in the economic valuation of public transportation facilities and services;
- Develop a cross-modal evaluation capability to establish priorities among competing projects;
- Initiate a comprehensive review of innovative financing options, such as toll financing, local option taxes, private financing, tax increment financing, and local state infrastructure/land banks;
- Initiate a comprehensive review of tax and fiscal reform; and

- Create/advocate creation of a State toll authority.

TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA-21)

The most recent federal transportation legislation, TEA-21, revised and amended federal planning requirements. The statewide transportation planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions throughout the State and is administered jointly by Federal Highway Administration and Federal Transit Administration.

Continuing Provisions

Among the most significant continuing provisions are the following:

- Federal reliance on the statewide transportation planning process, established under Intermodal Surface Transportation Efficiency Act (ISTEA), as the primary mechanism for cooperative transportation decision-making throughout the State.
- Coordination of statewide planning with metropolitan planning.
- Opportunity for public involvement provided throughout the planning process.
- Emphasis on fiscal constraint and public involvement in the development of a three-year Statewide Transportation Improvement Program.
- Emphasis on involving and considering the concerns of Tribal governments in planning.
- State development of statewide transportation plans and programs.

Key Modifications

TEA-21 consolidates the previous 23 planning factors into seven broad areas to be considered in the planning process (same as for metropolitan planning): [1204(c)]

- Support the economic vitality of the United States, the States, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety and security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

The Federal/State partnership is very important to transportation planning; the DOTD has nurtured its relationship with the FHWA and other federal transportation agencies, and has made every reasonable effort to comply with the intent of Congress and with the federal regulations resulting from TEA-21.

CHAPTER 3
PUBLIC INVOLVEMENT

Louisiana's Department of Transportation and Development (DOTD) has strived to include public input at every opportunity during development of the Statewide Transportation Plan Update. There were several mechanisms by which DOTD sought and received this input:

- The Louisiana Investment in Infrastructure for Economic Prosperity (LIIEP) Commission
- Eight Advisory Councils
- Two Statewide Transportation Conferences
- Project Website
- Newsletters
- DOTD's Formal Public Involvement Process

LIIEP COMMISSION

On June 15, 2001, Louisiana Governor M.J. "Mike" Foster signed Act 437, creating the Louisiana Investment in Infrastructure for Economic Prosperity (LIIEP) Commission.

The LIIEP Commission, as called for in the enacting legislation, is composed of 13 members as follows:

- The governor or his designee
- An assistant chief of staff, appointed by the governor, from the Office of the Governor
- The secretary of the DOTD or his designee (Chair)
- The commissioner of the division of administration or his designee
- The secretary of the Department of Economic Development or his designee
- The president of the Louisiana senate or his designee
- The speaker of the Louisiana House of Representatives or his designee
- The chairman of the Senate Transportation, Highways and Public Works Committee or his designee
- The chairman of the House Transportation, Highways and Public Works Committee or his designee
- The chairman of the Senate Commerce Committee or his designee
- The chairman of the House Commerce Committee or his designee

- Two commissioners, appointed by the governor, selected from the state at large who are representatives of Louisiana business

The role of the Commission is outlined below:

- Serve as Policy Committee for the update of the Statewide Transportation Plan.
- Serve as the advocate for funding for transportation infrastructure and services critical to economic growth in Louisiana.
- Oversee and guide implementation of the Plan.

ADVISORY COUNCILS

As previously described, the Advisory Councils are independent bodies charged with formulating recommendations for inclusion in the Plan. Each met separately, but also had the opportunity on several occasions to listen to what the other Councils were considering. Each Council named its own chair, and it was this chairperson that advanced the Advisory Council's recommendations within the Intermodal Advisory Council (IAC).

The IAC acted as the clearinghouse for recommendations from the other Advisory Councils, and was charged with accepting, revising, rejecting, and prioritizing a wide variety of inputs used in formulating these recommendations. The IAC then worked directly with the DOTD and consultant team to assemble the recommended plan, which was then presented to the LIIEP Commission (**Figure 3.1**)

With the exception of the Intermodal and Regional Planning Officials Advisory Councils, each Advisory Council met three times during the course of developing the draft Statewide Transportation Plan. The meetings were held during the following times:

April 17-18, 2001

Late February – Early April, 2002

October, 2002

The fourth IAC meeting was held November 14, 2002

The Regional Planning Officials (RPO) Advisory Council

The RPO Advisory Council was the main conduit for input regarding the highway component of the Statewide Transportation Plan. As its name implies, the group is made up of planning officials from Louisiana's nine DOTD Districts, nine metropolitan planning areas, and eight rural planning areas.

A main function of the RPO MAC was to provide an opportunity for advocates of 51 "Megaprojects" to present to the Council reasons why their major roadway improvements should be included in the Plan update. Project sponsors were requested to provide and present specific information regarding their proposed project, including its description, purpose, benefits, cost, importance to the state, potential funding sources and other related information. The presentations from project sponsors took place from late February to early April 2002.

During the last of these meetings, on April 3, the Consultant Team distributed and presented exhibits summarizing the megaprojects, as well as the evaluation criteria and process to be used

in assessing their impacts and justification for inclusion in the updated Plan. The results of the April 3 meeting served as the foundation of the evaluation process that DOTD staff and the consultant team implemented to determine those projects that would provide the most benefit to the State in accordance with the adopted Goals and Objectives.

The Intermodal Advisory Council

The third and fourth meetings of the Intermodal Advisory Council, held on October 23 and November 14, 2002 served as the primary mechanisms whereby recommendations from the seven other advisory councils were considered for incorporation into the draft Statewide Transportation Plan, and for presentation to the LIIEP Commission. During the meetings, chairs from each Advisory Council presented the recommendations formulated through previous deliberations of their Advisory Council, where they were commented on and further refined by the IAC.

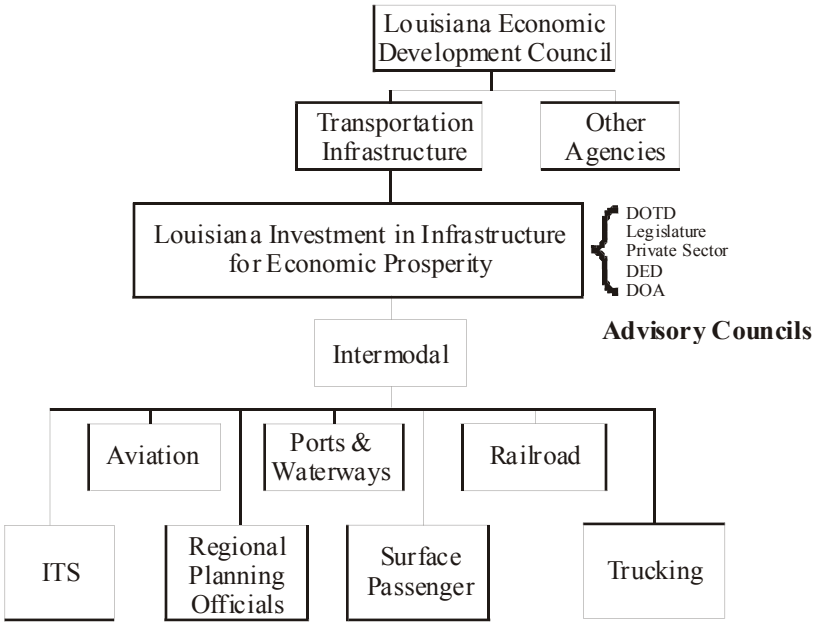
At the conclusion of the November 14 meeting, consensus was reached on the overall set of recommendations to be included in the initial draft of the Plan. These recommendations were presented to the LIIEP Commission on December 10, 2002.

Other Advisory Council Participation

In addition to generating recommendations for consideration by the IAC, several Councils, including Aviation, Freight Rail, Ports & Waterways and Surface Passenger Transportation, used the Council meetings to participate in the development of the separate, individual plans created for these modes as part of the statewide Plan update.

While separate plans were not created for the ITS and Trucking modes, these Advisory Councils similarly used their meetings to discuss issues related to each mode. Over the course of the three meetings, these discussions evolved into recommendations that were included, where appropriate, in the initial draft of the Statewide Transportation Plan.

Figure 3.1
Relationship of Modal Councils in Developing the LSTP Update



STATEWIDE TRANSPORTATION CONFERENCES

As with the Plan Update, public input was essential in developing the original Louisiana Statewide Intermodal Transportation Plan (SITP, published in 1996). The SITP was built on a strong foundation of public involvement and consensus-building. For the Plan Update, DOTD wanted an equal amount of attention to be paid to the solicitation and incorporation of the public's views as was done for the SITP.

With this mandate in hand, DOTD, in collaboration with the Consultant Team, held the first Statewide Transportation Conference in New Orleans, from July 31 to August 1, 2000, to kick-off the update to the STIP.

The conference was attended by more than 175 persons representing each transportation mode, state and local governments, educators, officials, state agencies, shippers, operators, the business community and other interest groups. DOTD arranged for presentations and comments from a host of speakers, providing a sound basis for discussing the future of transportation in Louisiana.

Conference attendees enthusiastically weighed in on how, where, why and by how much the DOTD could improve statewide transportation. The DOTD secretary, Dr. Kam K. Movassaghi, presided over the conference, delivered his personal comments on the state of transportation in Louisiana, attended breakout sessions and made himself available to answer questions offered during the conference.

A second Statewide Transportation Conference was held January 9 – 10, 2003, in Baton Rouge to formally present the initial draft of the Louisiana Statewide Transportation Plan. The 1 ½- day gathering consisted of presentations by experts on each modal aspect of the Plan, a briefing by Carla Berroyer, Wilbur Smith Associates, on the possible implications of federal transportation legislation reauthorization for Louisiana transportation interests, a ½-day "open house" where conference attendees had the opportunity to ask questions directly of DOTD officials and staff, as well as the consultant team, and a ½-day comment forum where conference attendees were able to make formal public comment regarding their thoughts on the draft Plan.

OTHER PUBLIC INVOLVEMENT ACTIVITIES

Several other techniques for engaging the public were employed in the planning process:

Project Website

A project website, fully documenting the development of the Statewide Transportation Plan has been established at www.lastateplan.org. The website provides a "one-stop shop" to information related to the Plan, including links to event details, as well as key documents and contacts.

Newsletters

Periodically over the course of development, a series of newsletters were published that provided the general public details of how the update of the Statewide Transportation Plan was progressing. The newsletters provided information regarding Advisory Council Meetings, development of the statewide travel demand model, and various other aspects of developing the Plan. The newsletters are available for download on www.lastateplan.org.

Formal Public Comment

Formal procedures for incorporating public involvement within statewide transportation planning activities were adopted by DOTD and the nine metropolitan planning organizations in March 1995[1]. The procedures call for a draft statewide plan to be published, with copies being made available directly to the following agencies:

- Federal Highway Administration Division offices
- Federal Transit Administration, Region office
- Federal Aviation Administration
- US Department of Housing and Urban Development
- US Environmental Protection Agency, Regional office
- US Department of Commerce
- US Army Corps of Engineers Districts
- US Coast Guard Districts
- LA Department of Environmental Quality, Air Quality Division
- LA Department of Economic Development
- LA State Planning Office
- Each Metropolitan Planning Organization
- Each Urban Transit System Operator
- Each Parish Police Jury

Additionally, copies of the draft will be made available at each DOTD District Office, and at the main and branch libraries in each parish, as well as the state libraries.

Notices of the availability of the document will be published twice in the official Parish journal in each parish and the Baton Rouge Advocate as display advertisements with the location where the document may be reviewed, a brief description of the document, the deadline for comments and the address where comments may be sent for consideration. The period for public review and comment will be no less than 45 days.

Upon revision and/or establishment of the document as the official Statewide Transportation Plan, the document will be distributed and notices of availability will be published as described above; however, notices shall be published once and give the location where the document may be reviewed and a brief description of the document.

Major revisions to the official Statewide Transportation Plan will be published and available to the public as described above. Minor revisions to the official Statewide Transportation Plan will be published and availed to the public as described above, except that the public review and comment period shall be no less than 15 days.

[1] *Statewide Transportation Planning Public Involvement Procedures*, March 1995.

CHAPTER 4
SOCIOECONOMIC CHARACTERISTICS

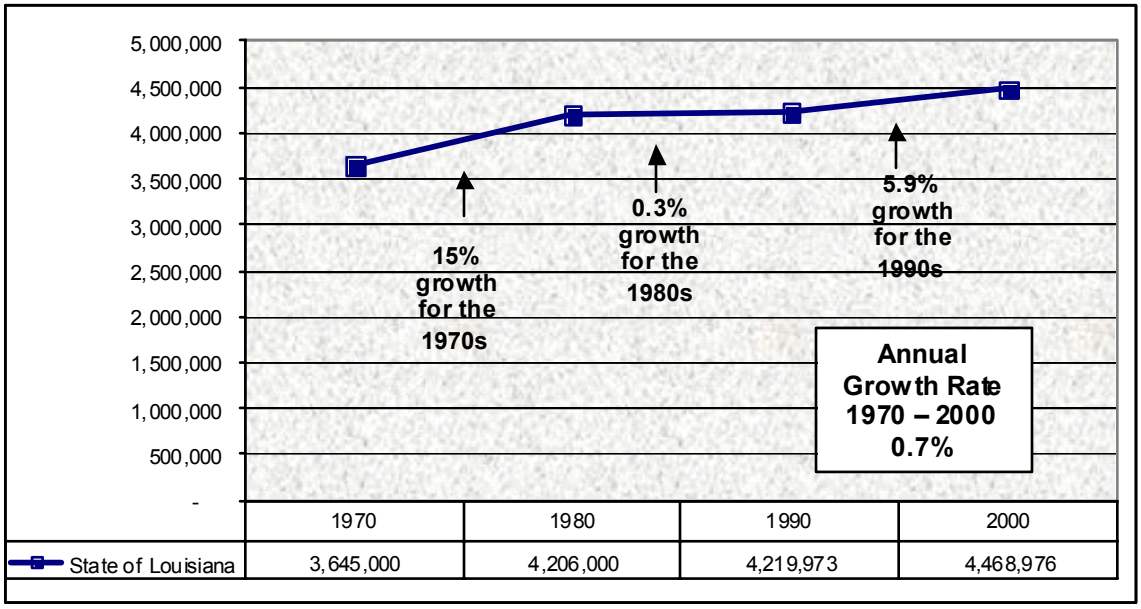
An overview of key demographic characteristics in Louisiana related to population, employment and income is presented in this chapter. Additionally, this chapter includes forecasts for population and employment, which served as inputs into the statewide travel demand model and helped identify transportation improvements that will be needed in the future.

HISTORICAL POPULATION AND EMPLOYMENT GROWTH

Population

Figure 4.1 displays historical population growth in Louisiana. As shown Louisiana's population in the Years 1970 and 2000 were 3.6 million and 4.5 million, respectively. The population grew by just over 800,000 persons or 23 percent between 1970 and 2000, an annual growth rate of 0.7 percent. The majority of this growth occurred during the 1970s when the population grew by 15 percent. Minimal growth occurred during the 1980s and population began to increase again during the 1990s with a 5.9 percent growth over 10 years.

Figure 4.1
Historical Population



Source: US Census Bureau

As shown in **Table 4.1**, the population in Louisiana increased by 249,000 persons between 1990 and 2000. This represents an annual growth rate of 0.6 percent. St. Tammany Parish accounted for 19 percent of this increase, followed by East Baton Rouge Parish with 13 percent, and Lafayette Parish with 10 percent. Although the majority of parishes experienced growth during the 1990s several parishes, including Orleans, Rapides, St. Mary and Vernon Parishes, experienced population loss. **Figure 4.2** displays the parishes in Louisiana.

Table 4.1
Population by Parish

Parish	Population			Employment			Median Household Income		
	1990	*2000*	*% Difference*	*1990*	*2000*	*% Difference*	*1989 ($)*	*1999 ($)*	*% Difference*
Acadia	55,882	58,861	5.33%	18,087	21,705	20.00%	16,022	26,684	66.55%
Allen	21,226	25,440	19.85%	6,570	11,561	75.97%	15,838	27,777	75.38%
Ascension	58,214	76,627	31.63%	28,504	41,152	44.37%	27,435	44,288	61.43%
Assumption	22,753	23,388	2.79%	6,434	6,756	5.00%	20,021	31,168	55.68%
Avoyelles	39,159	41,481	5.93%	12,270	15,960	30.07%	13,451	23,851	77.32%
Beauregard	30,083	32,986	9.65%	10,823	12,622	16.62%	22,442	32,582	45.18%
Bienville	15,979	15,752	-1.42%	5,212	5,587	7.19%	16,043	23,663	47.50%
Bossier	86,088	98,310	14.20%	37,827	55,260	46.09%	26,058	39,203	50.45%
Caddo	248,253	252,161	1.57%	134,850	151,703	12.50%	22,395	31,467	40.51%
Calcasieu	168,134	183,577	9.18%	82,838	105,265	27.07%	24,375	35,372	45.12%
Caldwell	9,810	10,560	7.65%	3,186	3,972	24.67%	16,069	26,972	67.85%
Cameron	9,260	9,991	7.89%	5,503	5,702	3.62%	25,164	34,232	36.04%
Catahoula	11,065	10,920	-1.31%	3,707	4,243	14.46%	14,956	22,528	50.63%
Claiborne	17,405	16,851	-3.18%	5,810	6,054	4.20%	16,073	25,344	57.68%
Concordia	20,828	20,247	-2.79%	6,789	7,578	11.62%	17,265	22,742	31.72%
Desoto	25,346	25,494	0.58%	8,010	9,596	19.80%	16,315	28,252	73.17%
East Baton Rouge	380,105	412,852	8.62%	231,480	291,026	25.72%	27,224	37,224	36.73%
East Carroll	9,709	9,421	-2.97%	3,158	3,428	8.55%	9,791	20,723	111.65%
East Feliciana	19,211	21,360	11.19%	6,516	8,188	25.66%	20,139	31,631	57.06%
Evangeline	33,274	35,434	6.49%	9,963	11,955	19.99%	13,797	20,532	48.81%
Franklin	22,387	21,263	-5.02%	7,647	9,122	19.29%	15,159	22,964	51.49%
Grant	17,526	18,698	6.69%	4,295	4,640	8.03%	17,711	29,622	67.25%
Iberia	68,297	73,266	7.28%	30,632	36,561	19.36%	20,838	31,204	49.75%
Iberville	31,049	33,320	7.31%	15,729	18,186	15.62%	20,371	29,039	42.55%
Jackson	15,705	15,397	-1.96%	5,222	5,511	5.53%	18,804	28,352	50.78%
Jefferson	448,306	455,466	1.60%	226,552	278,308	22.85%	27,916	38,435	37.68%
Jefferson Davis	30,722	31,435	2.32%	10,548	11,360	7.70%	18,467	27,736	50.19%
Lafayette	164,762	190,503	15.62%	107,340	142,173	32.45%	24,339	36,518	50.04%
Lafourche	85,860	89,974	4.79%	31,497	41,221	30.87%	21,416	34,910	63.01%
Lasalle	13,662	14,282	4.54%	5,399	5,580	3.35%	18,597	28,189	51.58%
Lincoln	41,745	42,509	1.83%	20,622	24,290	17.79%	19,254	26,977	40.11%
Livingston	70,526	91,814	30.18%	16,118	26,375	63.64%	25,470	38,887	52.68%
Madison	12,463	13,728	10.15%	4,101	5,238	27.72%	12,792	20,509	60.33%
Morehouse	31,938	31,021	-2.87%	11,043	11,764	6.53%	17,309	25,124	45.15%
Natchitoches	36,689	39,080	6.52%	13,656	18,153	32.93%	15,778	25,722	63.02%
Orleans	496,938	484,674	-2.47%	327,098	323,199	-1.19%	18,477	27,133	46.85%
Ouachita	142,191	147,250	3.56%	70,451	86,316	22.52%	21,129	32,047	51.67%
Plaquemines	25,575	26,757	4.62%	19,790	21,967	11.00%	24,076	38,173	58.55%
Pointe Coupee	22,540	22,763	0.99%	6,824	8,585	25.81%	18,772	30,618	63.10%

Table 4.1, continued
Population by Parish

Parish	Population			Employment			Median Household Income		
	1990	*2000*	*% Difference*	*1990*	*2000*	*% Difference*	*1989 ($)*	*1999 ($)*	*% Difference*
Rapides	131,556	126,337	-3.97%	61,959	72,563	17.11%	20,811	29,856	43.46%
Red River	9,387	9,622	2.50%	3,406	3,546	4.11%	14,831	23,153	56.11%
Richland	20,629	20,981	1.71%	8,418	8,882	5.51%	15,298	23,668	54.71%
Sabine	22,646	23,459	3.59%	7,427	8,443	13.68%	16,790	26,655	58.76%
St. Bernard	66,631	67,229	0.90%	18,081	23,207	28.35%	25,482	35,939	41.04%
St. Charles	42,437	48,072	13.28%	22,033	25,141	14.11%	31,777	45,139	42.05%
St. Helena	9,874	10,525	6.59%	2,295	2,757	20.13%	15,475	24,970	61.36%
St. James	20,879	21,216	1.61%	9,338	8,598	-7.92%	23,105	35,277	52.68%
St. John	39,996	43,044	7.62%	14,014	16,487	17.65%	29,035	39,456	35.89%
St. Landry	80,331	87,700	9.17%	26,042	29,444	13.06%	14,670	22,855	55.79%
St. Martin	43,978	48,583	10.47%	14,301	15,529	8.59%	19,116	30,701	60.60%
St. Mary	58,086	53,500	-7.90%	31,141	33,056	6.15%	20,980	28,072	33.80%
St. Tammany	144,508	191,268	32.36%	50,421	84,759	68.10%	30,656	47,883	56.19%
Tangipahoa	85,709	100,588	17.36%	31,477	45,219	43.66%	16,849	29,412	74.56%
Tensas	7,103	6,618	-6.83%	2,460	2,913	18.41%	11,931	19,799	65.95%
Terrebonne	96,982	104,503	7.76%	43,766	54,864	25.36%	21,765	35,235	61.89%
Union	20,690	22,803	10.21%	5,791	8,751	51.11%	18,083	29,061	60.71%
Vermillion	50,055	53,807	7.50%	17,731	21,087	18.93%	18,202	29,500	62.07%
Vernon	61,961	52,531	-15.22%	30,000	25,194	-16.02%	19,147	31,216	63.03%
Washington	43,185	43,926	1.72%	14,938	17,665	18.26%	16,246	24,264	49.35%
Webster	41,989	41,831	-0.38%	16,913	17,263	2.07%	18,716	28,408	51.78%
West Baton Rouge	19,419	21,601	11.24%	9,218	14,099	52.95%	24,852	37,117	49.35%
West Carroll	12,093	12,314	1.83%	3,714	4,347	17.04%	14,924	24,637	65.08%
West Feliciana	12,915	15,111	17.00%	7,001	8,066	15.21%	19,402	39,667	104.45%
Winn	16,269	16,894	3.84%	5,922	6,750	13.98%	16,967	25,462	50.07%
Totals/State Average	**4,219,973**	**4,468,976**	**5.9%**	**2,019,908**	**2,416,492**	**19.63%**	**21,949**	**32,566**	**48.37%**

Source: Employment – Woods & Poole, Population and Income - US Census Bureau

Employment

Employment in Louisiana increased from 2.0 million jobs in 1990 to 2.4 million in 2000. While population grew at an annual rate of 0.6 percent between 1990 and 2000 employment grew three times faster at a rate of 1.8 percent. Nearly half (46 percent) of the employment growth during the 1990s occurred in the following four parishes: East Baton Rouge, Jefferson, Lafayette and St. Tammany. Three parishes experienced a loss in employment during the 1990s, including Orleans, St. James and Vernon Parishes.

Median Household Income

Median household income in Louisiana grew from $21,949 in 1989 to $32,566 in 1999 (unadjusted dollars), an increase of 48 percent (annual increase of 4 percent). This is 22 percent below the 1999 national average of $41,994. Median household income in 1999 ranged from $19,799 in Tensas Parish to $47,883 in St. Tammany Parish.

Figure 4.2
Parishes

POPULATION AND EMPLOYMENT FORECASTS

Forecasts are important to long range transportation planning and serve as a basis for determining future transportation needs in the State. Future year forecasts serve as inputs into the statewide travel demand model which is used to estimate future trip generation and traffic volumes for roadways and to evaluate highway improvement options. Forecasts utilized in this study were obtained from Woods & Poole Economics, who develop long-term economic and demographic regional projections for every county (parish) in the United States. Projections at the Parish level for population and employment for the Years 2010 and 2030 are shown in **Tables 4.2 and 4.3**.

The Woods & Poole Forecasting Process

Woods & Poole uses a five-step process for developing their population and employment forecasts:

US Population and Employment Projections – National population projections are based on cohort analysis from the US Census Bureau. Employment projections are based on Woods & Poole's nationally-recognized employment forecasting model.

Table 4.2
Projected Population by Parish

Parish	2000	2010	Annual Growth Rate (2000-2010)	2030	Annual Growth Rate (2010-2030)
Acadia	58,861	61,348	0.4%	67,749	0.5%
Allen	25,440	26,521	0.4%	29,155	0.5%
Ascension	76,627	93,204	2.0%	127,672	1.6%
Assumption	23,388	24,273	0.4%	26,751	0.5%
Avoyelles	41,481	42,644	0.3%	46,043	0.4%
Beauregard	32,986	34,987	0.6%	39,884	0.7%
Bienville	15,752	15,785	0.0%	16,235	0.1%
Bossier	98,310	111,227	1.2%	139,499	1.1%
Caddo	252,161	257,106	0.2%	273,595	0.3%
Calcasieu	183,577	197,574	0.7%	230,168	0.8%
Caldwell	10,560	10,852	0.3%	11,691	0.4%
Cameron	9,991	10,600	0.6%	12,140	0.7%
Catahoula	10,920	10,760	-0.1%	10,759	0.0%
Claiborne	16,851	16,934	0.0%	17,467	0.2%
Concordia	20,247	19,851	-0.2%	19,589	-0.1%
De Soto	25,494	26,710	0.5%	29,853	0.6%
East Baton Rouge	412,852	466,696	1.2%	585,120	1.1%
East Carroll	9,421	8,956	-0.5%	8,221	-0.4%
East Feliciana	21,360	22,806	0.7%	26,356	0.7%
Evangeline	35,434	36,792	0.4%	40,432	0.5%
Franklin	21,263	20,812	-0.2%	20,430	-0.1%
Grant	18,698	19,656	0.5%	22,091	0.6%
Iberia	73,266	77,180	0.5%	86,803	0.6%
Iberville	33,320	33,966	0.2%	36,195	0.3%
Jackson	15,397	15,491	0.1%	16,164	0.2%
Jefferson	455,466	492,782	0.8%	579,739	0.8%
Jefferson Davis	31,435	32,214	0.2%	34,548	0.4%
Lafayette	190,503	217,538	1.3%	276,551	1.2%
Lafourche	89,974	93,037	0.3%	101,471	0.4%
La Salle	14,282	14,683	0.3%	15,874	0.4%
Lincoln	42,509	44,066	0.4%	48,279	0.5%
Livingston	91,814	113,899	2.2%	159,733	1.7%
Madison	13,728	14,242	0.4%	15,644	0.5%
Morehouse	31,021	30,734	-0.1%	30,945	0.0%
Natchitoches	39,080	40,086	0.3%	43,088	0.4%
Orleans	484,674	461,888	-0.5%	430,181	-0.4%
Ouachita	147,250	156,095	0.6%	177,723	0.7%
Plaquemines	26,757	27,032	0.1%	28,283	0.2%
Pointe Coupee	22,763	22,602	-0.1%	22,936	0.1%
Rapides	126,337	128,686	0.2%	136,826	0.3%

Table 4.2, Continued
Projected Population by Parish

Parish	2000	2010	Annual Growth Rate (2000-2010)	2030	Annual Growth Rate (2010-2030)
Red River	9,622	9,699	0.1%	10,016	0.2%
Richland	20,981	20,813	-0.1%	21,009	0.0%
Sabine	23,459	23,836	0.2%	25,244	0.3%
St. Bernard	67,229	70,598	0.5%	79,287	0.6%
St. Charles	48,072	52,630	0.9%	62,855	0.9%
St. Helena	10,525	10,742	0.2%	11,475	0.3%
St. James	21,216	21,279	0.0%	22,007	0.2%
St. John The Baptist	43,044	46,474	0.8%	54,513	0.8%
St. Landry	87,700	92,017	0.5%	102,546	0.5%
St. Martin	48,583	51,131	0.5%	57,372	0.6%
St. Mary	53,500	52,413	-0.2%	51,522	-0.1%
St. Tammany	191,268	230,525	1.9%	312,066	1.5%
Tangipahoa	100,588	111,738	1.1%	135,995	1.0%
Tensas	6,618	6,227	-0.6%	5,590	-0.5%
Terrebonne	104,503	112,480	0.7%	130,967	0.8%
Union	22,803	24,343	0.7%	28,039	0.7%
Vermilion	53,807	56,203	0.4%	62,312	0.5%
Vernon	52,531	53,228	0.1%	56,319	0.3%
Washington	43,926	43,902	0.0%	45,005	0.1%
Webster	41,831	42,230	0.1%	44,132	0.2%
West Baton Rouge	21,601	23,433	0.8%	27,759	0.9%
West Carroll	12,314	12,578	0.2%	13,380	0.3%
West Feliciana	15,111	16,034	0.6%	18,288	0.7%
Winn	16,894	16,992	0.1%	17,564	0.2%
Total Population	**4,468,976**	**4,753,860**	**0.6%**	**5,437,145**	**0.7%**

Source: US Census Bureau, Woods & Poole

Table 4.3
Projected Employment by Parish

Parish	2000	2010	Annual Growth Rate (2000-2010)	2030	Annual Growth Rate (2010-2030)
Acadia	21,705	23,222	0.7%	28,477	1.0%
Allen	11,561	12,769	1.0%	15,264	0.9%
Ascension	41,152	49,751	1.9%	66,000	1.4%
Assumption	6,756	7,254	0.7%	8,636	0.9%
Avoyelles	15,960	17,137	0.7%	19,865	0.7%
Beauregard	12,622	13,882	1.0%	16,121	0.8%
Bienville	5,587	5,839	0.4%	6,506	0.5%
Bossier	55,260	68,394	2.2%	96,511	1.7%
Caddo	151,703	159,346	0.5%	186,958	0.8%

Table 4.3, Continued
Projected Employment by Parish

Parish	2000	2010	Annual Growth Rate	2030	Annual Growth Rate
Calcasieu	105,265	117,304	1.1%	147,726	1.2%
Caldwell	3,972	4,364	0.9%	5,230	0.9%
Cameron	5,702	6,545	1.4%	7,874	0.9%
Catahoula	4,243	4,463	0.5%	5,029	0.6%
Claiborne	6,054	6,419	0.6%	7,287	0.6%
Concordia	7,578	8,441	1.1%	10,606	1.1%
De Soto	9,596	10,681	1.1%	12,968	1.0%
East Baton Rouge	291,026	339,646	1.6%	452,913	1.4%
East Carroll	3,428	3,680	0.7%	4,528	1.0%
East Feliciana	8,188	9,343	1.3%	11,677	1.1%
Evangeline	11,955	13,279	1.1%	16,748	1.2%
Franklin	9,122	9,637	0.6%	11,133	0.7%
Grant	4,640	5,116	1.0%	6,162	0.9%
Iberia	36,561	40,510	1.0%	50,615	1.1%
Iberville	18,186	18,952	0.4%	21,198	0.6%
Jackson	5,511	5,573	0.1%	6,167	0.5%
Jefferson	278,308	315,135	1.3%	424,450	1.5%
Jefferson Davis	11,360	12,204	0.7%	13,962	0.7%
Lafayette	142,173	169,494	1.8%	225,313	1.4%
Lafourche	41,221	43,271	0.5%	50,507	0.8%
La Salle	5,580	5,990	0.7%	6,998	0.8%
Lincoln	24,290	27,477	1.2%	32,495	0.8%
Livingston	26,375	32,479	2.1%	44,198	1.6%
Madison	5,238	5,582	0.6%	6,630	0.9%
Morehouse	11,764	12,637	0.7%	15,244	0.9%
Natchitoches	18,153	19,980	1.0%	22,800	0.7%
Orleans	323,199	315,683	-0.2%	332,851	0.3%
Ouachita	86,316	97,481	1.2%	124,080	1.2%
Plaquemines	21,967	23,721	0.8%	27,234	0.7%
Pointe Coupee	8,585	9,598	1.1%	11,786	1.0%
Rapides	72,563	81,579	1.2%	102,265	1.1%
Red River	3,546	3,910	1.0%	4,666	0.9%
Richland	8,882	9,553	0.7%	11,876	1.1%
Sabine	8,443	8,924	0.6%	10,048	0.6%
St. Bernard	23,207	24,804	0.7%	31,690	1.2%
St. Charles	25,141	28,280	1.2%	32,891	0.8%
St. Helena	2,757	2,915	0.6%	3,261	0.6%
St. James	8,598	8,720	0.1%	9,626	0.5%
St. John The Baptist	16,487	18,077	0.9%	22,921	1.2%
St. Landry	29,444	31,558	0.7%	39,599	1.1%

Table 4.3, Continued
Projected Employment by Parish

Parish	2000	2010	Annual Growth Rate	2030	Annual Growth Rate
St. Martin	15,529	17,040	0.9%	21,265	1.1%
St. Mary	33,056	34,376	0.4%	39,390	0.7%
St. Tammany	84,759	107,498	2.4%	154,305	1.8%
Tangipahoa	45,219	50,970	1.2%	62,712	1.0%
Tensas	2,913	3,117	0.7%	3,600	0.7%
Terrebonne	54,864	60,394	1.0%	74,153	1.0%
Union	8,751	10,343	1.7%	12,630	1.0%
Vermilion	21,087	22,782	0.8%	27,570	1.0%
Vernon	25,194	27,849	1.0%	33,297	0.9%
Washington	17,665	18,700	0.6%	21,280	0.6%
Webster	17,263	17,768	0.3%	19,637	0.5%
West Baton Rouge	14,099	16,697	1.7%	21,814	1.3%
West Carroll	4,347	4,624	0.6%	5,446	0.8%
West Feliciana	8,066	8,831	0.9%	10,888	1.1%
Winn	6,750	6,873	0.2%	7,496	0.4%
Total Employment	**2,416,492**	**2,678,461**	**1.0%**	**3,345,073**	**1.1%**

Source: Woods & Poole, 2002

Regional and Countywide Allocation of Primary Employment – Primary employment categories include agribusiness, mining, manufacturing and federal government. National projection figures are used as control totals for regions, while regional projections are used as control totals for counties.

Development of Secondary Regional and Countywide Employment Forecasts based on Primary Employment Projections – Secondary employment categories include retail and various other service-based categories as well as state and local government.

Allocation of Population based on Employment Opportunities – National projections are used as control totals for regions, regional projections are used as control totals for counties. Retiree estimates are based on migration trends.

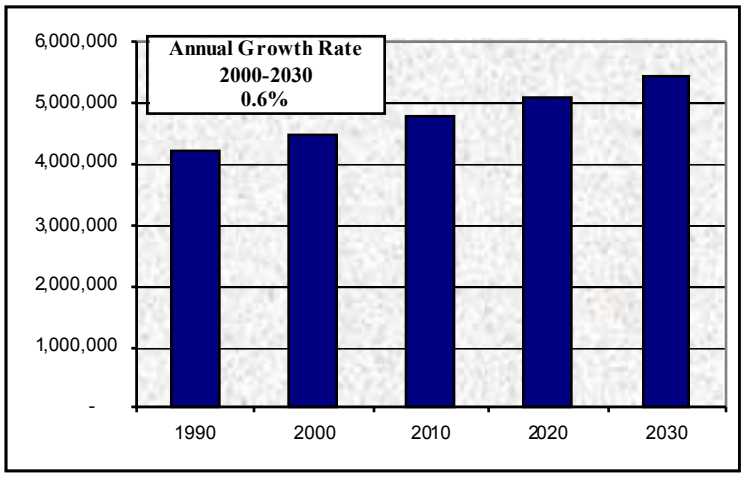
Population

As shown in **Figure 4.3**, population in Louisiana is expected to grow from 4.5 million in 2000 to 5.4 million in 2030. This represents an annual growth rate of 0.6 percent, which is slightly lower than the historic growth rate of 0.7 percent (1970-2000). The largest growth rate, 43 percent, is projected to occur in three Parishes: East Baton Rouge, Jefferson and St. Tammany. Several Parishes are expected to experience population decline over the next 20 years, including Catahoula, Concordia, East Carroll, Franklin, Orleans, St. Mary and Tensas Parishes.

Metropolitan Statistical Area

Table 4.4 shows projected population for major metropolitan areas. There are eight Metropolitan Statistical Areas (MSAs) in Louisiana, with a population in the Year 2000 of 3.4 million, which represents 75 percent of the State's total population. The eight MSAs are expected to grow to 4.1 million by the Year 2030. In the Year 2000 the New Orleans Metropolitan Statistical Area had the largest population of 1.3 million and is expected to grow to over 1.5 million by the year 2030.

Figure 4.3
Projected Population (Louisiana)



Source: US Census Bureau. Woods & Poole

Table 4.4
Population by MSA

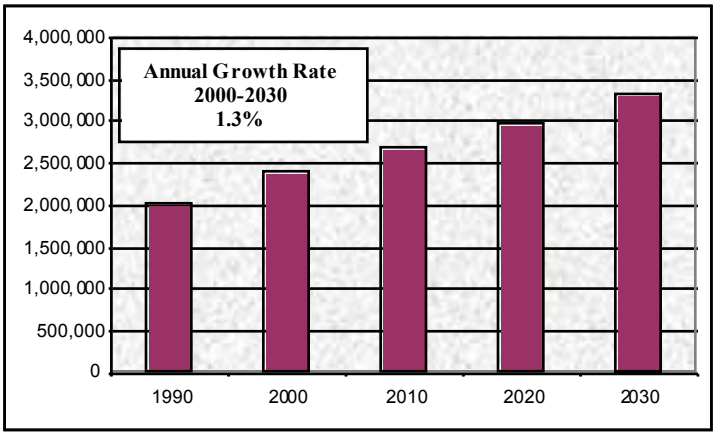
Year	Alexandria MSA	Baton Rouge MSA	Houma MSA	Lafayette MSA	Lake Charles MSA	Monroe MSA	New Orleans MSA	Shreveport--Bossier City MSA	Total
2000	126,337	602,894	194,477	385,647	183,577	147,250	1,337,726	392,302	3,370,210
2010	128,686	697,232	205,517	422,034	197,574	156,095	1,403,208	410,563	3,620,909
2030	136,826	900,284	232,438	504,218	230,168	177,723	1,514,418	457,226	4,153,301

Source: US Census Bureau, Woods & Poole

Employment

Figure 4.4 displays projected employment trends in Louisiana until the Year 2030. As shown, over 900,000 jobs are expected to be added to the economy by the year 2030, increasing employment from 2,416,492 in the Year 2000 to 3,345,073 in the Year 2030. This represents an annual increase of 1.3 percent, which is slightly lower than the annual growth rate during the 1990s of 1.8 percent. As with population, the largest percentage of employment growth, 41 percent, is expected to occur in three Parishes, East Baton Rouge, Jefferson and St. Tammany.

Figure 4.4
Projected Employment (MSAs)



Source: US Census Bureau, Woods & Poole